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UNITED STATES DEPAR ENT OF THE INTERIOR NATIONAL PLANK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR JUSE ONLY
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OWNER OF	PROPERTY			
				
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SURVEY RECORDS	•			
CITY, TOWN			STATE	



__FAIR

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__ALTERED

CHECK ONE

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X_ORIGINAL SITE

MOVED DATE...

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Southern Terminal of the Susquehanna and Tidewater Canal is located along the western bank of the Susquehanna River at the northern end of Havre de Grace, Maryland, north of Erie Street. Still standing at the site are the Lock Master's House, the canal's outlet lock, and the foundations of a bulkhead wharf along the river side of the lock. Most of the structures built to serve various aspects of the canal's operations are no longer standing, but the locations of warehouses, stables and several other buildings, including a broom factory, are shown on old city maps. The foundations and cellar hole of a hotel or boarding house for boatmen remains.

The hotel or boarding house, built west of the Lock House on Conesteo Street, was of red brick and measured 30'-6" by 75'-0". Its stone foundations are largely intact, but brick rubble is present in the cellar hole as well as around the outside of the foundations. Two large cut granite steps remain. The hotel was reportedly destroyed by fire.

The Lock Master's House or Lock House, built of red brick and standing about forty feet southwest of the land wall of the lock, has been little altered since its construction and is in fair condition. The Lock House yard was separated from the canal outlet by a wooden fence. This five bay house had two principal elevations, the northeast which faces the river and the southwest. The northeast elevation had, at one time, a one-story porch along its entire length similar to that now on the southwest. The southwestern porch, however, is not original. Built of brick laid in common bond, the Lock House has a large, corbelled brick cornice which incorporates a saw tooth design. The hipped roof has a very low pitch.

The Lock House has four entrances - two located near the corners of each of the principal elevations. The foundations suggest that there were two centrally located bulkhead doors to the basement along the southwest wall. Now, there is no basement since the site is only about five feet above mean high tide, and successive floods have filled it to grade level.

The first floor is of four rooms, only two of which were heated by a fireplace. On the exterior, there is one central chimney to serve both. There is a boxed stair to the second floor in both of the southwestern rooms. The one in the southern corner is original and enters into a small hall on the second floor. Initially, it went to the basement. The stair in the western corner is narrower and judged to be an addition due to a change in moldings. On the second floor, there are five rooms in addition to the stair hall. However, none of these was heated. Most interior partitions are of staggered and overlapping boards one inch thick. Sawn lath and plaster covers the board partitions and ceiling.

(See Continuation Sheet No. 1)

SPECIFIC DAT	ES	BUILDER/ARCH	HITECT	
1900-	COMMUNICATIONS	_INVENTION		_OTHER (SPECIFY)
_X1800-1899	X_COMMERCECOMMUNICATIONS	EXPLORATION/SETTLEMENT	PHILOSOPHYPOLITICS/GOVERNMENT	X_TRANSPORTATIONOTHER (SPECIFY)
1700-1799	ART	X_ENGINEERING	MUSIC	THEATER
1600-1699	ARCHITECTURE	EDUCATION .	MILITARY	_SOCIAL/HUMANITARIAN
1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	_LAW	SCIENCE
PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	RELIGION
PERIOD	AF	REAS OF SIGNIFICANCE CH	IECK AND JUSTIFY BELOW	

STATEMENT OF SIGNIFICANCE

The Susquehanna and Tidewater Canal was chartered by Pennsylvania and Maryland in 1835. Construction began in 1836, and the canal was opened at the end of 1839. It became an integral part of the canal system which served New York, Pennsylvania, New Jersey, Delaware and Maryland. At its northern end, the S&T made contact with the central division of the Pennsylvania canal at Wrightsville. Forty-five miles down the Susquehanna, the S&T provided access to the port of Harve de Grace and the Chesapeake Bay.

This canal, when it was built, extended the capabilities of shipping through the Hayre de Grace port. Haying been a port since 1695, when the General Assembly gave Messrs. Young and York the exclusive right to operate a ferry across the Susquehanna River from Stocket's Town (Hayre de Grace), the town was one of the important shipping points for the Chesapeake Bay area by the early nineteenth century. Thus, the S&T Canal was built primarily to facilitate shipment of goods upstream from Hayre de Grace. At the southern terminal, some freight was transferred to or from the railroad or bay boats. However, much of it remained on the canal boats which were towed to Baltimore or to the Chesapeake and Delaware Canal to go to Wilmington and Philadelphia.

The S&T Canal, as was the case with most other canals, was unable to meet railroad competition and fell into disuse. Much of the canal has been obliterated. However, at Havre de Grace the physical features are unusually well preserved and are accessible to the public. Even though operation of the lower portion ceased about 1900, this canal, as part of the larger network of such waterways, played a significant role in the economic development of the mid-Atlantic states. Outlet locks which discharge directly into tidewater as do those at Havre de Grace are rare. Thus, this site which contains the Southern terminus of the waterway as well as the lockmaster's house, represents an important aspect of this canal system.

The City of Hayre de Grace anticipates turning this site into a park. The proposed restoration of the Lock House, the locks as well as removal of the sediment now filling the canal boat basin would prove to be a valuable educational asset.

. 9 MAJOR BIBLIOGR APHICAL REFERENCES

Wright, C. Milton. Our Harford Heritage, A History of Harford County, Maryland,
No publisher given, 1967.

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UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

Southern Terminal of the Susquehanna and Tidewater Canal - Harford County Havre de Grace, Maryland CONTINUATION SHEET

ITEM NUMBER 7

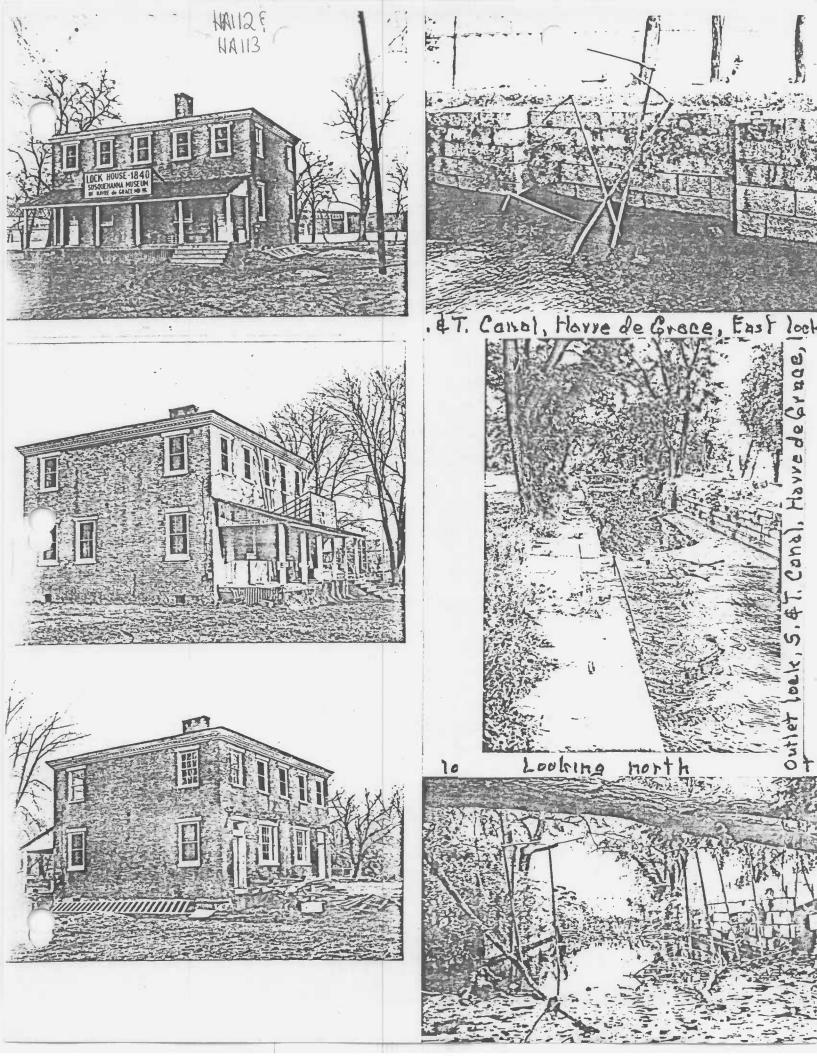
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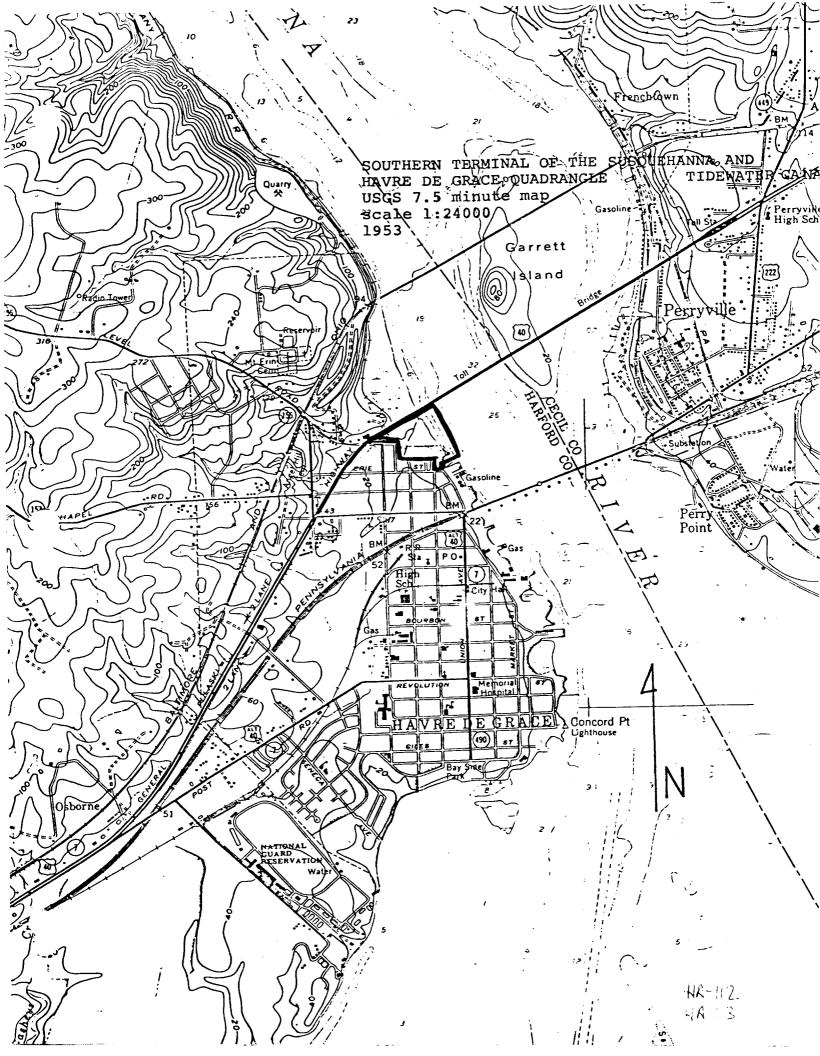
The downstairs floor has been replaced with old joists of proper size and with new poplar flooring of proper thickness and width. However, the boards are shorter than the originals: Plaster was placed directly on all interior brick walls. The original second floor surface is obscured by later coverings of plywood, linoleum, rugs and similar materials. Window openings are splayed inside and their trim, as well as all other openings, is not elaborate.

The canal's towpath was formed by enclosing a strip of the Susquehanna River with walls of cut granite. Showing fine workmanship, the stone blocks were laid without mortar, the top course being tied together by U-shaped iron rods inserted into holes drilled into the granite. As a result, the waterway, forming the western bank of the river for a distance of approximately 3 1/2 miles from Lapidum to Havre de Grace, easily achieved independence of tidal fluctuations and currents. Though the engineering involved was not inventive, it is unusual. Within this site the towpath is clearly visible since it still maintains its original level and width in most places. However, trees now line portions of its sides.

The design of the outlet lock was not innovative, but it was well executed. Lower portions of the gates are still in place, preserved by several feet of mud, and the iron wicket handles which remain indicate the location of these gates. It is probable that the sills are well preserved and that most of the iron fittings for the gates can be found, thus enabling their design to be determined. Though the outlet lock walls remain, they are in need of repair since some of the stone blocks have been dislodged from the upper courses.

The bulkhead wharf between the canal locks and the river was built of squared logs pinned together with iron rods. These walls, held in place by tieback logs fastened to dead-men, were filled with rough quarried stone and a top layer of earth to provide a site for warehouses. Some of the piles for a dock serving the warehouses can still be seen along the river bank when the water level is low.





Form 10-300 (Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

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Form 10-300 (Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

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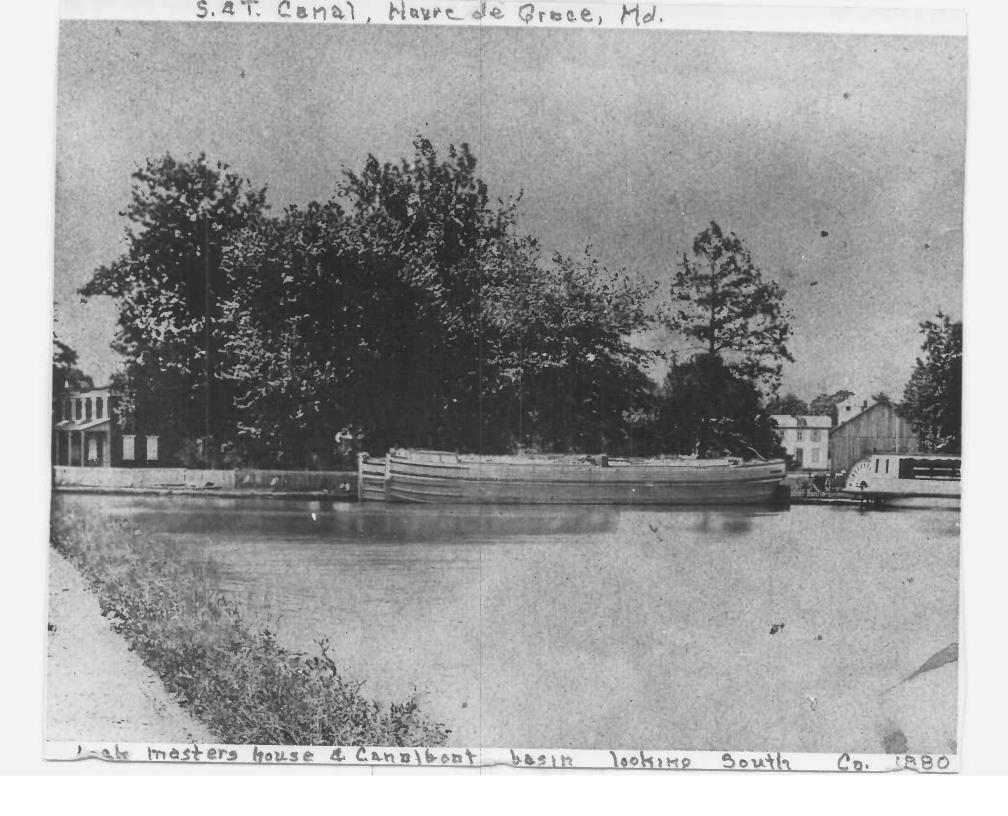
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MAJOR	BIBLIOGRAPHICAL RE	FERENCES				
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10. GEOGI	RAPHICAL DATA	·				
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HA 112

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Susquehorn Loch Boure

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S. & T. Canal, Havre de Grace, Ma.



outlet Lock & werehouse from cove looking north Ca. 1890

HA 113

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JEDICATION OF LOCK HOUSE-JUNE 1982 HA-113





DETERIOTING LOCK SUSCIEHANNA & TIDEWATER CANAL AT HAVRE DE GRACE, IMD. NA-113



PINOT BRIDGE & COCK HOUSE SUSCIVETHANNA & TIDEWATER CANAC AT HAVRE DE GRACE, IND 1984 HA-113

HISTORIC AREA OF NORTH PARK CITY OF HAVRE DE GRACE

THE LOCK HOUSE, OUTLET LOCK AND
SURROUNDING 6.9 ACRES OF GROUND
WERE A GIFT TO THE
CITY OF HAVRE DE GRACE AND THE PUBLIC BY

THE SUSQUEHANNA POWER COMPANY CONOWINGO POWER COMPANY PHILADELPHIA ELECTRIC COMPANY SUSQUEHHININA MUSECIA 1984 - NA-113



HISTORIC AREA WORTH PARK HAVRE DE GRACE, MD HA-11: HA-113



ATIONAL REGISTER

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THE LOCK HOUSE
BUILT c.1840
SUSQUEHANNA AND
THDEWATER CANAL CO.

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SUS QUEHANNA MUSEULY 1984 HA-113



EXHIBIT OF NEEDLEWIRK (Lock House) SUSB VEHANNIT CHUSEVIY 1983 HA-113



OUTDOOR VISITORS INFORMATION WHEN MUSEUM (LOCK HOUSE) CLOSED. JUSCRIBES HOUSE, GROUNDS, AND SITES OF INTEREST HA-113

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